

MEETING SUMMARY

Eisenhower West Small Area Plan Steering Committee Meeting #13

Tuesday, May 19, 2015 | 7:00 – 9:00 pm

Cameron Station Clubhouse | 200 Cameron Station Boulevard

1 Steering Committee Members Present

- Mindy Lyle, Steering Committee Chair, Planning Commission
- Judy Coleman, Steering Committee Vice Chair, Park and Recreation Commission
- Maria Wasowski, Transportation Commission
- Tyler Orton, Environmental Policy Commission
- Michael Adams, Community Representative
- Charles Sumpter, Community Representative
- Jim Durham, Community Representative
- Agn s Artemel, Business Representative
- Mary Catherine Gibbs, Business Representative
- Ken Wire, Landowner Group Representative

2 City and Project Staff Present

- Karl Moritz, Department of Planning and Zoning
- Susan Eddy, Department of Planning and Zoning
- Radhika Mohan, Department of Planning and Zoning
- Katherine Carraway, Department of Planning and Zoning
- Laura Durham, Department of Recreation, Parks, and Cultural Activities
- Helen McIlvaine, Office of Housing
- Sandra Marks, Transportation & Environmental Services
- Steve Sindiong, Transportation & Environmental Services
- Jeff Parker, Project Manager, RK&K

3 Welcome and Updates

- Ms. Lyle, Chair of the Steering Committee, welcomed members and made introductory remarks.
- Ms. Mohan reviewed the goals for the meeting, which included an update on the Transportation Study and presentation, discussion, and feedback on plan-wide land use guidelines, neighborhood guidelines, and review of future meetings.

Staff Presentation

Mr. Sindiong updated the Steering Committee on the status of the Transportation Study and next steps. Mr. Moritz followed with a discussion on plan-wide land use guidelines. Ms. Eddy concluded with a presentation and discussion of guidelines specific to neighborhoods within the plan area. Below is a summary of those discussions.

4 Transportation Study Update

- It was suggested that the multimodal bridge alignment used in the transportation study should be clearly described in the final document. Staff noted that each of the three alignments being studied would not make a difference in the results for regional modeling purposes, but that clarification in the final document will be added.

- Enhanced transit would be added in the 2040 build scenario analysis; modeling transportation improvements will be an iterative process.
- It was explained that constrained intersection of Duke Street and Wheeler Avenue is a result of backups from Quaker Lane.
- Transit and private vehicles were modeled on the multimodal bridge.
- In the build scenario, Committee members want to know how many intersections change from failing to not failing based on infrastructure improvements.
- Staff will update the Steering Committee at the next meeting in June.

5 Plan-Wide Land Use Guidelines

- Retail and commercial uses should be distinguished from one another in the guidelines and are not feasible on every building face.
- Be conscious of the impacts of certain types of senior housing on retail.
- Some types of senior facilities that are more medical/care-oriented could be considered institutional.
- Senior living should be allowed everywhere in the City, not just in Eisenhower West.
- Large-format retail could be allowed in additional neighborhoods beyond neighborhood #6, keeping in mind transportation impacts.
- Add guidelines on ceiling heights to enable flex and retail uses on ground floor, but also support flex on upper floors.
- Community facility guidelines should coordinate with the Landmark Van Dorn Corridor Plan and the Long Range Educational Facilities Plan. Staff is working with ACPS to develop guidelines for Steering Committee review and feedback.
- Parking guidelines should provide a range of options.
- Parking should be allowed adjacent to the rail lines if screened properly.
- Parking should be located under private streets.
- Make sure guidelines encourage below-grade parking and discourage parking garages where possible.
- Street parking might not be the best option along every street.

6 Neighborhood Guidelines

- Neighborhood 1: Van Dorn Innovation District
 - Emphasize more flex in this area.
 - Look at examples from previous plans on pooling open space, including non-developer-driven options.
 - Community facility and school guidelines should be removed in this section and placed in plan-wide guidelines.
- Neighborhood 2: Backlick Run
 - Consider using minimum guidelines instead of maximums. Look at Potomac Yard as an example.
 - Think about how development projects would be evaluated based on these guidelines.
 - Recreation guidelines should be consistent with school guidelines.
 - Include guidelines specific to the landing points of the multimodal bridge.
 - Consider requiring more retail.
- Neighborhood 3: South Pickett
 - Include a minimum amount of retail.
 - Be consistent with terminology; include neighborhood parks instead of pocket parks.

- Neighborhood 4: Van Dorn Metro Center
 - Include language on how these guidelines align with WMATA joint development strategies.
 - Consider allowing more residential.
- Neighborhood 5: Bush Hill
 - Require more non-residential development.
 - Should redevelopment of rental housing in the plan area be considered?
 - Consider how to encourage approved development.
 - Reach out to the owners adjacent to Bush Hill Plantation remains.
- Neighborhood 6: Clermont Exchange
 - Require more non-residential development.
 - Adjust height guidelines to include 8 stories at the intersection of Clermont and Eisenhower.
 - A hotel should be allowed in this area.

7 Next Steps

- Staff will provide a Transportation Study update at the June meeting.
- Staff will send the Steering Committee community facility guidelines.
- Discuss the inclusion of auto-oriented retail as an interim use at the next meeting.
- Provide examples of implementing open space from previous plans.
- Discuss requiring more non-residential development in neighborhoods 1 and 2 at the next meeting.